GOVERNMENT OF INDIA
CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION
LOK SABHA

UNSTARRED QUESTION NO:4807
ANSWERED ON:24.08.2001
HIRING OF PRIVATE GODOWNS BY FCI
RAMKRISHNA KUSMARIA

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether Food Corporation of India (FCI) is hiring private godowns for storage of foodgrains;

(b) if so, the number of private godowns hired during the last two years and in the current year, capacity-wise and the amount spent thereon, year-wise;

(c) the quantum of foodgrains destroyed in storage, transportation and pilferage and losses suffered as a result thereof during above period, State-wise; and

(d) the steps taken/proposed to be taken to avoid losses of foodgrains?

Answer

THE MINISTER OF STATE IN THE MINISTRY OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI CHAUHAN)

(a): Yes, Sir.

(b): The number of Private godowns hired by FCI during the last two years and the current year, capacity-wise and year-wise amount spent thereon is given below:

(In lakh tonnes)

Year	No. of hired godowns(Covered & CAP)	Storage capacity(Covered & CAP)
1999-2000	361	52.59
2000-2001	425	77.34
2001-2002 (30.6.2001)	492	93.01

Year wise amount spent

Year	Amount in Rs. Crore
1999-2000	22.40(Provisional)
2000-2001	27.10 (RE)
2001-2002	33.00 (BE)

(c): The storage and transit losses for the FCI as a whole during the last two years are as under:-

Storage Loss

Year	Quantity of loss in Lakh MT
1998-1999	1.51 (Prov.)
1999-2000	1.60 (Prov.)

Transit Loss

Year	Quantity of loss (In Lakh MT)
1998-1999	2.66 (Prov.)
1999-2000	2.89 (Prov.)

State-wise breakup is being collected.

(d): Food Corporation of India has taken the following measures amongst others to avoid losses of foodgrains:-

(i) Adoption of 50 kg. Packing in a phased manner.

(ii) Installation of weighbridges.

(iii) Administrative measures such as tightening of security at depots, intensifying surprise checks at the loading/unloading points, ensuring regular stock verification etc.

(iv) Encouraging machine stitching of bags.

(v) Induction of Central Industrial Security Force at vulnerable depots to curb theft and pilferage.

(vi) Special squad checking at selected railhead transshipment and destination points.

(vii) Identification of vulnerable points.

(viii) Speed up of write off cases and fixation of responsibility wherever called for.

(ix) Not to place the godowns under the charge of officials whose antecedents are doubtful.

(x) Inspection of depots and record by Senior Regional Manager/District Managers.

(xi) Inspection of weighbridges by Joint Manager (Mechnical) and District manager.

(xii) Double line machine stitching of bags.

(xiii) Reduction in open wagon movement to the extent possible.

(xiv) Improvement in the size and quality of gunnies.